

township of Salford, commencing in Ordsall-lane at or near the junction of Grantham-street with that lane, thence proceeding in a northerly direction, crossing over the said entrance from Dock No. 2 to Dock No. 3 by means of a swing bridge, and terminating by a junction with Smith-street at or near the junction of that street with Landseer-street.

And the Bill will or may authorise the Company to stop up and extinguish all rights of way over so much of Ordsall-lane as lies between the northern corner of Ordsall Paper Works and the western corner of Tatton Mills, and so much of Taylorson-street as lies between Smith-street and Chief-street.

And the Bill will or may authorise the Company to stop up and extinguish all rights of way over the following streets, wholly in the said township of Salford—namely, Garfield-street, St. James-street, Higson-street, Lower Craven-street, Gledhill-street, Landseer-street, Markendale-street, Harry-street, Monmouth-street, Tyler-street, Rixton-street, Guy Fawkes-street, Warburton-street, Soho-street, Ross-street, Hereford-street, Tintern-street, Grantham-street, Stamford-street, and Chief-street.

Number 30.—A new road wholly in the said township of Salford, commencing in Taylorson-street at its junction with Smith-street, thence proceeding in a south-easterly direction, and terminating in Ordsall-lane, 2 chains south-west of the junction of that lane with Guy Fawkes-street.

Number 31.—The widening of Smith-street, wholly in the said township of Salford, on the south side thereof, between Trafford-road and Landseer-street.

Number 32.—A new road, wholly in the said township of Salford, commencing in Trafford-road at a point about 1 chain (measured along that road) north of the northern abutment of Trafford-bridge, thence proceeding in an easterly direction, and terminating by a junction with Ordsall-lane at the junction of that lane with Chief-street.

Number 33.—An opening bridge, wholly in the said township of Salford, with all necessary machinery and apparatus, to carry Trafford-road over the said entrance from Dock No. 1 to Dock No. 2, commencing at a point in Trafford-road about 11 chains (measured along that road) north of the northern abutment of Trafford-bridge, and terminating in that road about 2 chains north of the said point of commencement.

Number 34.—An opening bridge, wholly in the said township of Barton-upon-Irwell, with all necessary machinery and apparatus to carry Barton Road over Work No. 3, commencing at a point in the said road about 12 yards from the southern abutment of the bridge, carrying that road over the River Irwell, at Barton (measured along that road in a north-westerly direction), and terminating in that road at a point about 2 chains north of the said point of commencement.

Number 35.—An opening bridge wholly in the said township of Rixton-cum-Glazebrook, with all necessary machinery and apparatus to carry the Rixton and Warburton road over Work No. 3, commencing at a point in the said road about $18\frac{1}{2}$ chains from the most northerly abutment of the bridge carrying that road over the River Mersey (measured along that road in a north-westerly direction), and terminating in that road at a point about

2 chains north-west of the said point of commencement.

Number 36.—An opening bridge wholly in the said township of Latchford, with all necessary machinery and apparatus to carry the road leading from Knutsford to Warrington over Work No. 2, commencing at a point in that road about $11\frac{1}{2}$ chains (measured along that road in a north-westerly direction) from its junction with Hunt's-lane, and terminating in that road at a point about 2 chains north of the said point of commencement.

Number 37.—An opening bridge wholly in the said township of Latchford, with all necessary machinery and apparatus to carry the road leading from Hunt's-lane to Latchford Station over Work No. 2, commencing at a point in that road about 10 chains (measured along that road in a northerly direction), from its junction with Hunt's-lane, and terminating in that road at a point about 2 chains north of the said point of commencement.

Number 38.—An opening bridge wholly in the said township of Latchford, with all necessary machinery and apparatus to carry Ackers-lane over Work No. 2, [commencing at a point in that lane about 9 chains from its junction with Mill-lane (measured along Ackers-lane in a northerly direction), and terminating in Ackers-lane at a point about 2 chains north of the said point of commencement.

Number 39.—An opening bridge wholly in the township of Appleton, in the parish of Great Budworth, with all necessary machinery and apparatus to carry the road leading from Warrington to Stretton and Northwich over Work No. 2, commencing at a point in that road about $3\frac{1}{2}$ chains (measured along that road in a northerly direction), from the north-east corner of St. Thomas'-churchyard, and terminating in that road at a point about 2 chains north of the said point of commencement.

Number 40.—The removal of so much of the bed or foreshore of the River Mersey or of the estuary thereof, in or adjoining the township of Widnes and in the parish of Prescott, in the county of Lancaster as lies between the northern shore of that river or estuary and an imaginary line drawn parallel with and at a distance of about 12 chains to the south of the said shore, and extending a distance of about 20 chains above and about 15 chains below the bridge over the River Mersey known as Runcorn Bridge.

Number 41.—A wall or embankment, commencing in the bed or foreshore of the estuary of the River Mersey, at a point in or adjoining the said township of Eastham, and in the said parish of Eastham, at and immediately adjoining the eastern side of the Eastham Ferry Stage at its junction with the southern bank of the said estuary, and thence proceeding in a south-easterly direction in, over, and upon the foreshore or bed of the said estuary, and along the southern shore thereof, and terminating in the bed or foreshore of the said estuary, at a point in or adjoining the said township of Eastham, and in the said parish of Eastham, about 3 furlongs and 9 chains (measured in a south-easterly direction) from the south-eastern end of the said Eastham Ferry Stage.

This work will be situate partly in the said township and parish of Eastham, and partly in a